

Today's Metal Prices

NEW YORK QUOTATIONS.
New York, Aug. 31.—Silver,
lead, \$6.65@6.75; spelter, \$9.00; cop-
per, \$27@28.

The Ogden Standard

FEARLESS, INDEPENDENT, PROGRESSIVE NEWSPAPER.

OGDEN CITY, UTAH, THURSDAY EVENING, AUGUST 31, 1916.

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WEATHER—Utah: Fair tonight and
Friday; not much change in tem-
perature.

Forty-sixth Year—No. 209.

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Congress and President Co-operate in Effort to Avert United Railroad Strike

INDICATIONS ARE THERE WILL BE NO STRIKE

BOTH HOUSES DEVOTE TIME TO ENACTING PRESCRIBED PROGRAM

Chief Executive Continues Conferences With Heads of Brotherhoods Arranged to Induce Them to Rescind Order That Would Paralyze Business of Nation—Union Representatives Display Willingness to Grant Time Necessary to Bring About Satisfactory Agreement.

Washington, Aug. 31.—Railroad brotherhood officials late today, through A. B. Garretson, agreed to accept as a basis for calling off the strike the Adamson compromise eight-hour bill, already approved by President Wilson and house leaders. The measure was introduced immediately by Representative Adamson with a view to having it passed and sent to the senate tomorrow.

The senate leaders soon afterward determined to introduce a similar measure in the senate tomorrow for immediate action. It will be finally drafted by the senate interstate commerce committee tonight.

The Adamson bill would provide for an eight-hour day at the present ten-hour day pay, effective next December 1. Employees would be given the pro-rata rate for overtime. A commission of three to be appointed by the president would report to him and congress in not less than six nor more than nine months the effect of the eight-hour day. Expenses would be paid by a federal appropriation of \$25,000.

Washington, Aug. 31.—Congress put all other affairs aside today and devoted itself to enacting President Wilson's legislative program to avert the railroad strike.

But the president, overlooking no possible means to prevent the threatened public calamity, did not depend on congress alone and continued unceasingly his efforts to get the brotherhood heads to postpone their strike order.

Just before noon the president went to the capitol and, conferring with the leaders, urged them on to the need of speed to get the bills through the legislative machinery of house and senate before Saturday night.

Then, returning to the White House, he called the four brotherhood heads before him for another appeal to delay their strike until congress by law provides what the railroads have refused.

Although the brotherhood leaders reiterated that only "a favorable settlement" could only delay the strike and that they were powerless to postpone it, one of them admitted he believed the rank and file of the men, in view of the efforts being made in congress, would vote to delay it if there was time for them to express their wishes.

Back of it all, President Wilson was holding another card—a direct appeal to the rank and file of the railroad men to realize that congress is about to give what they ask and to stay to their posts. The president was still determined to do this, if necessary, but was hopeful that it would not be necessary.

While the senate interstate commerce committee was hearing the railroad heads, and the brotherhood leaders, the house leaders got into action and agreed on a bill introduced by Representative Adamson and approved by President Wilson giving the employees the eight-hour day and pro-rata for overtime and a commission to investigate the new conditions. They investigate the new conditions. They plan to rush it through while the senate is working. It did not include the compulsory investigation features of the president's program but there were indications that he would be satisfied with enough to prevent the men from striking and take up the remainder later.

Meanwhile employers and men had a public hearing on the president's legislative program before the senate interstate commerce committee. The men opposed the compulsory investigation feature and the employers opposed the eight-hour day.

After the conference between the president and the brotherhood leaders, it was said at the White House that the employees "had given no assurances of any kind."

Later formal announcement was made that the president and senate and house leaders had agreed on the Adamson bill as a compromise bill. It makes violation of its provisions a misdemeanor punishable by from \$100 to \$100,000 fine, or not exceeding one year imprisonment or both. The labor leaders insisted on having a penalty attached. A special rule eight-hour day effective December 1.

In spite of the fact that the leaders gave no assurances, it is certain that the strike would be called immediately if congress passes the eight-hour law which will be taken up in the house tomorrow. The brotherhood leaders are reluctant to take steps to cancel the strike order until congress has acted.

President Wilson told the leaders he was doing everything possible to have

congress legislate to meet the situation and that it was their duty as American citizens to postpone or cancel the strike order pending its action.

The president was said to have used "some strong language" in talking to the labor leaders.

President Wilson plans to spend practically all of tomorrow forenoon at the capitol in constant touch with the legislative situation. Tomorrow's cabinet meeting has been cancelled to allow him to give his entire attention to efforts to avert the strike.

Washington, Aug. 31.—The eight-hour day bill, on which most congressional leaders agree if enacted by Saturday night will be sufficient justification in opinion of brotherhood leaders to call off the railway strike set for today was the main source of optimism that the great industrial tie-up would not occur.

Must Be Law Before Midnight Saturday.

"Enactment into law of the president's eight-hour day bill as now drawn, guaranteeing the present ten-hour day wage," said W. G. Lee, head of the trainmen's brotherhood, "will be regarded as a satisfactory settlement of our difficulties with the railroads and there will be no strike."

In order to prevent a strike, however, this bill must become a law before next Saturday midnight. The senate interstate commerce committee arranged its first public hearings on the measure today and allowed three hours each for argument by brotherhood leaders and railroad officials. The plan was to present the finished draft to the senate Saturday ready for immediate action.

House to Act Friday.

The house, however, was not disposed to wait so long. They set Friday afternoon as the time when they should take the initiative if the senate had not passed the bill by that time and pass the measure which goes into effect November 1.

The measure contemplated would establish eight-hours as the standard work day for railroad employees engaged in interstate commerce; it would authorize appointment by the president of a commission to study general conditions under the eight-hour day, and report its recommendations to congress, the president and the interstate commerce commission; pending the report daily wages should not be reduced below the present pay for longer hours.

Effective Emergency Legislation.

Other measures were under consideration besides eight-hour day and investigation proposals were regarded as the effective pieces of emergency legislation.

The attitude of congress today, that of determination to prevent the strike was exemplified by the resolution pending in the senate, calling on the brotherhood officials to suspend the strike order for one week; and the statement of Senator Thomas that if the government failed to protect the public in such a crisis it had no right to call itself a government.

Washington, Aug. 31.—Senate: Hearing on strike legislation by interstate commerce committee.

HEARINGS ON STRIKE DISPUTE

President Meets Brotherhood and Administration Leaders—Urges Congress to Act.

CIVIL WAR FEARED

Newlands Warns Senate of Serious Results If Fight Is Carried to Extremes.

Washington, August 31.—Railroad officials and representatives of the trainmen's brotherhoods appeared in force today at the senate interstate commerce committee's hearings on President Wilson's legislative program to prevent the threatened railway strike.

Elisha Lee, of the railroad president's committee, headed the railroad officials among whom were included Samuel Rea, president of the Pennsylvania, Fairfax Harrison, president of the Southern, and R. S. Lovett, chairman of the board of the Union Pacific.

Representing the men were A. B. Garretson, W. G. Lee, W. S. Stone and W. S. Carter, the four brotherhood heads. Officials of the American Federation of Labor, headed by Samuel Gompers, Assistant Attorney General Todd and E. S. Clark of the Interstate Commerce Commission also were present.

Senator Newlands spoke of the short time remaining for congress to act and said:

May Cause Civil War.

"This present dispute, if carried to its extremes, will involve the United States in a civil war. The question is whether we cannot find some means of bringing about a settlement of this dispute between employers and employees without resort to force."

The brotherhood representatives were heard first. At the request of Mr. Garretson, it was agreed that the brotherhood leaders should address the committee two hours in opening and an hour in closing. Between those periods, representatives of the shippers and railroads have six hours. Besides the heads of the four brotherhoods, Samuel Gompers, president of the American Federation of Labor, also would speak.

Garretson Reviews Situation.

Mr. Garretson then began with a general review of the circumstances which led up to the present conditions.

It was the belief of labor organizations, he said, that differences between employers and employees should not be settled by legislation, but rather between themselves.

"The strike of any labor organization, to an extent, in its militancy," he said, "is in the grip of a power greater than we, and it is unfortunate that this situation has arisen, but I believe if a settlement can be effected by congress even though we are opposed to legislative settlements, we are willing to waive the age-old tradition against it."

Thousands Work Long Hours.

"Today thousands of men throughout this country are working from twelve to sixteen hours, of which there is no complete record."

"The brotherhoods demand the human right to enjoy some of the things that other men enjoy."

"We believe that the human element should be considered regardless of its effect on dividends. The obligation on the part of the railroad employer is as great to keep the human element in good condition as the wooden and iron property of the road."

Mr. Garretson argued that the effect of an increased wage or dividends had not been considered when it was obvious that employees were being paid a proper wage.

"The bankrupt road cannot buy its coal any cheaper than one which is paying 33 per cent, then why any railroad buy its labor for less than it is worth because a wage increase would decrease its profits?"

Railroad Pleas Ineffective.

Attacking the railway's plea for arbitration as insincere, Mr. Garretson insisted that it was not offered to men who were so poorly organized that they could not enforce their demands.

"I declare in behalf of these men," Mr. Garretson said emphatically, "that there is evidence of a deadly danger underlying the social crust and that it is liable to be brought to the surface unless means are found to settle this difficulty before it can reach the danger stage."

"Frequently," he declared, "the brotherhood officials could only call off the strike by reporting that a satisfactory settlement had been made."

Garretson Declares Attitude.

To postpone the strike after the

HIS TROOPS SOON TO ENTER THE BIG WAR



King Ferdinand of Rumania.

Rumania's declaration of war against Austria-Hungary immediately followed a recent meeting of the crown council at Bucharest. King Ferdinand, the kaiser's cousin, is prepared to throw 500,000 trained soldiers into the field in aid of the allies. Rumania's sympathy with France has long inclined her to this action.

RUSSIAN FORCE IN RUMANIA

Balkan State Lets Down
Bars and Slavonic
Ally Enters.

Bucharest, Tuesday, Aug. 29.—Official announcement was made here today that the passage of Russian troops through Rumania has begun.

London, Aug. 31, 4:58 p. m.—It was officially announced today that the British casualties, killed, wounded and missing, on all fighting fronts in the month of August totalled 4,711 officers and 123,324 men.

London, Aug. 31, 1:33 p. m.—Rapid developments in the diplomatic situation here today make it apparent that within 48 hours Greece will have abandoned the policy of neutrality in the war.

King Constantine will receive the French minister tomorrow (Thursday) and the Russian and British ministers shortly afterward. All staff officers on leave have been recalled for active service.

GERMANS EJECTED

Paris, Aug. 31, noon.—German troops penetrated the French trenches in Parroy forest in Lorraine last night but were immediately ejected by a counter attack, says today's announcement of the war office.

London, Aug. 31, 6:16 p. m.—A Reuters dispatch from Bucharest says the commander of the Russian forces in Rumania arrived today at Bucharest with his staff and received an enthusiastic welcome from the people. He will have an audience with the king tomorrow.

MACKENSEN TO COMMAND

London, Aug. 31, 12:52 p. m.—The Wireless Press quotes the Berner Switzerland and the Geneva Journal to the effect that the famous German commander, Field Marshal von Mackensen, will take charge of the campaign of the Balkans, having been

Iron Works for Ogden Are to Cost \$100,000 and Employ Many Men

Within sixty days Ogden will have one of the largest iron works in the west. Plans for the plant were completed yesterday and the breaking of ground will be started some time next week.

The company back of the new industry is to be known as the Ogden Iron Works, with a capital of \$100,000, and the buildings to be erected will cover ground 100x100 feet, be virtually two stories high, and house some of the largest pieces of machinery ever brought to this state.

Promoters of Industry.

The incorporators and officers of the company are: Joseph Scowcroft, president; Marriner Browning, vice president; R. B. Porter, vice president.

L. T. Doe, secretary and treasurer. The foregoing with L. R. Eccles, R. E. Bristol, O. B. Gilson and C. S. Osgood form the board of directors.

James W. Silver, one of the best known foundry and machine men in the state, is general manager.

Among the stockholders are M. S. Browning, Adam Patterson, Eccles

company, Thos. D. Dee company, J. W. Levedahl, R. H. Hodge, Chapin A. Day and P. D. Kilne.

The company will absorb the Western Foundry and Machine company and its works.

The site of the plant is the ground now occupied by the Western Foundry and Machine company, with additional pieces of real estate acquired within the last month, totaling two acres, most favorably situated as regards railroad trackage.

The main building will be of steel frame with reinforced concrete and will have two bays, with one devoted to the foundry business and the other to the machine shops, and both equipped with electric traveling cranes. The largest pieces of machinery will be a Whiting cupola with a capacity of five tons an hour, and a 16-foot boring mill. All the machinery has been contracted for and should be on the ground as soon as the foundations are in place.

Work Starts Immediately.

R. B. Porter, who is one of the prin-

cipal organizers of the company, says work will start within ten days and the plant will be ready for operation sixty days thereafter.

The company will specialize in the manufacture of sugar machinery and be prepared to build a sugar factory complete in every detail.

All standard lines of mining machinery will be constructed and structural steel will be handled. Pig iron for the foundry will be imported from the east.

Leslie Hodgson is the architect and he has prepared an elaborate set of plans.

Exceptionally fine sand has been found near Ogden for foundry purposes.

Bids on the construction work are to be called for during the week.

It is estimated that seventy-five men will be employed in the plant to begin with and the industry will be capable of expanding into one of the biggest enterprises ever established in this state.

appointed commander-in-chief of all the Balkan armies of the Germanic league.

PROHIBITION ORDER

Bucharest, Aug. 31, via London, 5:19 p. m.—The police commissioners have forbidden the sale and consumption of alcoholic liquors in all establishments through Rumania under penalty of severe punishment.

ATTACKS REPULSED

Berlin, Aug. 31, via London, 4:40 p. m.—Today's official statement regarding the western front: "In the sector extending on both sides of Armentieres the enemy developed lively artillery activity. His reconnoitering detachments which advanced after strong artillery bombardment in surprise attacks were repulsed."

LOSSES HEAVY

Petrograd, Aug. 31, via London, 2:30 p. m.—"On Wednesday morning, after a short artillery preparation," says today's official report, "the enemy attacked our positions north of Potin, on the western bank of the Stokhod river northeast of Kovel. The attacks were repulsed with severe losses to the enemy."

WANTS HELP OF TURKS

London, Aug. 31, 2:50 p. m.—The Wireless Press today gave out a Rome dispatch saying Bulgaria has stipulated she must have the assistance of 200,000 Turks as a condition for a declaration of war on her part against Rumania.

BAVARIANS SURRENDER

London, Aug. 31, 4:15 p. m.—"In the operations south of Marich (Somme) reported last night," says today's British official statement, "two officers and 124 soldiers of other ranks surrendered. They belonged to a Bavarian regiment. We discharged gas over a broad front near Arras and also near Armentieres with good results. The enemy shelled Bethune last night which led to heavy retaliation from our guns."

OCCUPY BULGAR TOWN

Paris, Aug. 31, 4:34 p. m.—Rumanian troops, according to a report received here, have occupied the Bulgarian town of Rustchuk. Rustchuk has a population of about 35,000 and is situated on the Danube opposite the Rumanian town of Guegrivo.

NO DEVELOPMENTS

London, Aug. 31, 2:22 p. m.—"Except for artillery activity, there were no developments on our Struma or Dolinar fronts," says an official announcement issued here today in regard to the Macedonian campaign.

HEAVY LOSSES OF BULGARIANS

London, Aug. 31 (5:30 a. m.)—The fighting is very severe all along the Macedonian front, says an Athens dispatch to the Wireless Press, which adds that the Bulgarian regiments suffered a severe check at the hands of the Serbians on the entire left flank and that the Bulgarian losses are estimated at 15,000.

Bulgarian regiments attacked the Serbians in close formation after the German style near Lomva and suffered severely. They were compelled to ask for reinforcements from Valbank and Kastoria.

RAILROAD HEADS RUSHING PLANS

Practically None Hope for Peaceable Strike Settlement Before Monday Morning.

MEN TO BE PUNISHED

New Problem Faces Executives — 30,000 Shoppers Demand Eight-hour Day.

Chicago, Aug. 31.—While the statement of W. G. Lee, president of the Brotherhood of Railway Trainmen that passage of President Wilson's eight-hour day bill would be regarded as satisfactory adjustment of the strike situation, was regarded as important by railway men here, preparations against a strike on Monday proceeded without abatement.

Embargoes covered freight shipments on practically every mile of main track in the country and presidents of railroads in Chicago met at the Chicago club to discuss their problems. It was said they would hire new men through a general committee and would co-operate to run trains where most needed.

The wheat market, which broke extreme 4 1/4 cents on the Pennsylvania railroad's embargo yesterday, opened with important recessions today. The Chicago Grain Receivers' association notified shippers to withhold shipments for the present.

The livestock embargo was reflected in an advance in prices of livestock at the Union Stockyards today. Hogs advanced 25 cents; cattle 10 to 20 cents, and sheep 20 to 40 cents higher than yesterday's average.

A strike of 35,000 shopmen employed on nineteen railroads of the middle west will be averted, said W. J. Tollerton, chief of the mechanical department of the Chicago, Rock Island and Pacific railroad, today following his conference with representatives of the Rock Island shopmen who demand an eight-hour day and an increase of five cents an hour in wages. "We have made a compromise offer to our shopmen which practically amounts to granting half of their demands, and believe that after several more weeks of controversy will be settled," Tollerton said.

Chicago, August 31.—Presidents and operating officials of the railroads of the country are in conference today for the purpose of formulating plans to operate trains in the event that the strike of the four brotherhoods of trainmen, set for next Monday morning, takes place.

Practically none of the railroad pressed in some quarters in Washington, that passage of the eight-hour bill by Congress would avert a strike, and, according to E. P. Ripley, president of the Atchafalpa, Topeka and Santa Fe, spokesman for the party of railroad presidents who returned from Washington yesterday, the railroads will proceed on the assumption that the strike will come on Labor Day.

EMBARGOES BEGIN

Embargoes begin today on every

trunk line in the country. The embargoes, according to present plans, will become effective in the following order:

Effective at the close of business tomorrow, an embargo on all shipments of explosives and inflammables of every kind.

Effective at the close of business tomorrow, an embargo on all shipments of perishable freight, including livestock, dressed beef, live and dressed poultry, fresh fruits and vegetables.

Effective at the close of business Saturday an embargo on all freight all kinds from all points to all destinations.

WARNING TO PASSENGERS

Most of the roads also give warning to passengers that they should end their journeys before 7 a. m., Monday, or be subject to indefinite delay. Railroad officials plan to run at least one passenger train a day on every road and in each case, it is announced, preference will be given to milk trains.

The railroads will not carry on the fight single handed, but, according to tentative plans, will pool their resources.

STRIKEBREAKERS TO BE HIRED

Strikebreakers, it is understood, will be hired not by individual roads, but by a central committee of all the roads and distributed where they are most vitally needed. If one road succeeds in moving trains while the tracks of another are stalled, the successful road will lend a helping hand to the road in distress.

The Chicago club would assist in the movement of all the roads would be definitely formed today at the Chicago club of 200 high railroad officials in the city.

SYSTEM OF PUNISHMENT

In an effort to discourage strike sentiment the railroads have announced a system of punishment and rewards.

Employees who go on strike will forfeit their seniority privileges. New men taken on will be given preference in promotion. Guarantees of protection have been given to employees who remain loyal to the companies.

Chicago detectives have been advertising for strikebreakers and report more than a thousand ready to go to work.

FACING NEW PROBLEM

Independent of the railway strike railroad officials are facing a new problem in the strike of 35,000 on railroads west of Chicago. Unless the demands for an eight-hour day and five cents an hour wage increase they will announce they will take a strike vote on September 9. The men involved are machinists, boiler makers, blacksmiths, sheet metal workers and car men.

Chicago city officials will meet today to tabulate the city's food supply and discuss local transportation. A temporary injunction granted by state courts of Omaha and Kansas City yesterday restraining the general and local officials of the Order of Railway Conductors from calling or enforcing a strike on the Union Pacific railroad was the subject of much discussion today by officials of railway companies. Whether suits of similar nature would be brought on other roads had not been determined today.

The embargo on livestock will cause a shortage of fresh meats in various cities in a few days, according to packers, and in many instances the price of meats has already gone up.

TRAIN RUN ON FAST SCHEDULE

Commission merchants in various parts of the country who had shipments of perishable goods started en-

(Continued on page 6.)